

LET AUTO DRIVERS DO THE SIGNALING

Many Mishaps and Serious
Accidents Caused by Fail-
ure to Do So.

MISTAKES ARE MADE
BY NON-OPERATORS

Great Confusion Results When
Many Arms Shout Out
From Machines.

Unconscious interference with the drivers of automobiles and incorrect signaling by persons riding either in the front or in the tonneau has caused so many mishaps and serious accidents recently throughout the country that the safer motorists are pleading for the adoption of this general instruction: "Let the driver do the signaling." This is the advice of a prominent motor car driver.

This simple rule, if followed and enforced by all automobile owners and drivers, will simplify the driving conditions on all the highways. Numerous collisions have been caused by the mere thrusting of a hand into the air by a person who does not know the usual methods employed by the men at the wheel. The result has been in many cases that the automobile following has received a signal to go in one direction when the operator of the car ahead was preparing to turn in the opposite highway.

The safer motorists declare that this is the psychological moment to bring to the attention of the drivers in general the nuisance that arises through the frantic waving of arms or hands by persons who do not know the intentions of the driver, thus making the situation more difficult for the operator of their own automobile and of the cars following.

Learns Rules Speedily.

Practically every man who drives knows the simple rules of signaling or learns them speedily if he is a careful and painstaking operator. But many persons riding either in front or back at times forget that they are not driving and relegate to themselves the duty of giving signals. This is dangerous to themselves and a crying nuisance to the man who is driving the car behind. There are three basic signals that all drivers must employ—stopping, turning right and turning left.

The drivers soon learn them, but there are scarcely half a dozen persons out of a thousand who ride in automobiles who know how and when to give these simple signals. And right there is where all the trouble arises. These signals are the same for all automobiles be the regular approved right-side drive or the left-side drive, and persons in the automobiles would do well to refrain from trying to give these signals themselves. They should be asked or told to let the driver do the signaling.

Many Arms Stuck Out.

So many persons are ignorant of the simple rules that they frequently poke out their hands and indicate a right turn when the chauffeur is going to make a left turn, or they give erratic directions when the driver is intending to halt. It is no uncommon sight to see three or four arms in the air all giving different signs. Any day in crowded traffic on the highways one may see numerous hands or arms stuck suddenly out of the cars and some indicate one direction and some will designate another, with the result that it is worse than if no signals had been given. It is impossible for the operator of the automobile behind to know which is the hand that is to be obeyed. The worse nuisance to the operators of the automobiles trailing is the hysterical thrusting of hands into the air or to the side, indicating a stop, when the driver is merely easing up and no signal is needed.

Signaling by numerous persons, and persons ignorant of proper signals, is as useless as it is confusing. No matter whether the automobile be a right-drive or left-drive, the chauffeur of the car following can always see the hand of the chauffeur ahead if he is at car length in the rear. The line of vision is perfectly clear even if the first car should happen to be a left-drive limousine and the following car a right-drive. The chauffeurs, drivers or owners are far more capable of giving correct signals than the persons in the tonneau. Observation of the plea could not be put into effect at a better time than

ROAD Bulletin

The Star is in receipt of the following bulletin from the Automobile Club of Maryland regarding the progress being made in oiling the roads of Maryland.

Roads Completed.

La Plata to Washington.
Frederick road from Ellicott City to Lisbon.
West Friendship to Sykesville.
Clarksville pike, south of Ellicott City.
Elkton to Delaware line.
Elkton to Singler.
Elkton south to Kennedyville.
Conowingo to Calvert.
Through Gaithersburg to Dawsonville.

Roads to Be Tared Within Next Ten Days.

Perryville to Northeast.
Havre de Grace to Churchville.
All of the Belair road in Baltimore county.
Frederick road from Lisbon to New Market.

Liberty road from city line to old court road.
Kennedyville to Chestertown.
Chestertown to Fairlee.
Chestertown to Belterton.
Work will be started on the Cumberland pike—thirteen miles east of Cumberland and will continue westward.

On account of the reconstruction of the state road through Funkstown and the building of a concrete bridge, it is necessary for motorists touring through that town to make a detour, covering a distance of about two miles. It is anticipated that the road and bridge will be completed and open to traffic about the latter part of June. Funkstown is on the state highway between Frederick and Hagerstown.

The large sharp stones on the Shenandoah valley pike have been rolled down with limestone screenings, and the road is now in good shape from Hagerstown to Winchester via Martinsburg.

NEW 8-CYLINDER MODEL MAKES ITS APPEARANCE



COLE EIGHT-CYLINDER TOURING CAR WHICH ARRIVED IN NATIONAL CAPITAL DURING THE PAST WEEK.

the present, just on the eve of the summer touring and the summer crowding to the seashore in the hot nights. By allowing the driver, who knows always which way he wants to go, to give the signals may be the means of saving a few lives or very many dollars in smashing fenders, gasolene tanks, lamps or other parts of the rear of the automobile.

LIGHT CHEAP MOTOR CAR HAS APPEARED TO EUROPE

Invasion of This Country by Foreign Makers Predicted to Follow Close of War.

American manufacturers, having proved that the light, cheap American car is the best, have set an example for Europe which will be imitated by Europeans at the conclusion of the great war. The light, cheap American car has shown that it possesses just as much stamina and all-round ability as its heavier and far more costly European competitor. The war has proved this.

The European makers have discovered opportunities for quantity manufacturing in Europe through their efforts to provide enough ammunition, and European factories are now filled with the latest and most modern automatic machinery. This machinery will be turned to account when the war is over and the workers will be well trained to take up labor in manufacturing automobile parts in great quantities for a big production.

It is admitted by visitors from Paris in America that the necessary revolution in the construction of automobiles in France after the war is over will involve an imitation of American popular priced cars.

Many Will Turn to Cheaper Cars.

By the time hostilities have ceased all of the requisitioned cars will be

ready for either the scrap heap or the bargain counter. Purches will be lighter and living expenses heavier, and so the men of Europe will naturally want to go light on luxuries. The popular car will sell from \$600 to \$1,200.

French manufacturers have aimed in the past for perfection and have given very little attention to the question of a low cost. The American manufacturers have arrived at low cost without affecting the running qualities of their cars or their wearing properties.

There are many ways in which it will be possible for the English and French makers to lower the cost of their production without materially detracting from their car.

All Details Carefully Studied.

All of these details are being carefully studied, for the makers of Europe realize that they must meet American competition with goods made on the same plan as America turns them out and in quantities.

The European makers have made many interesting discoveries in ways and means of decreasing manufacturing cost and increasing output through their experience in making ammunition.

Salaries are very much lower in Europe than in America, and the invasion of this country by European-made cars at a price lower than that of the American manufacturers after the war is over and after Europe has filled its own wants would not cause surprise.

Average Motorist's Mistaken Belief.

The average motorist is apt to believe that the cooler his engine keeps the better off he is. As a matter of fact, such is not the case. An automobile engine is a heat engine. The higher the temperature that can be maintained with perfect lubrication the greater will be the efficiency of the motor. A water-cooled motor cannot operate at a temperature higher than 212 degrees, the boiling point of water. The air-cooled motor, on the other hand, has no such limitations.

GREAT NATIONAL ROAD SYSTEMS EXPECTED

Dr. H. M. Rowe Says They Will Be
Great Step Toward
Preparedness.

"Another ten years will see national road systems covering every section of the country—the greatest practical step in the direction of preparedness that could be made," comments Dr. H. M. Rowe, the newly elected president of the American Automobile Association, from the Washington headquarters.

"In a decade we will begin to have separate roads for freight traffic and passenger traffic," predicts Dr. Rowe, "and the horse and mule will have practically disappeared. Our present highways will be greatly multiplied and largely increased in width and improved in quality. No other country on the face of the earth can make such good and profitable use of good roads as the United States of America. We eventually will excel in that as we do in many other things. There have been wonderful changes in all matters relating to transportation since the introduction of the motor car, but there are still greater things to come."

Fair Treatment Desired.

"But equal justice and fair treatment for the users of motor vehicles must continue to be sought for some time to come. Everything the motorists ask for, everything the A. A. A. and the clubs affiliated with it have worked for, has been based on these principles. We have worked for good roads for the reason that they are of equal economic benefit in the final analysis to all, and it is only just and right that the people of our country should have the advantages to which they are entitled. We have worked for unrestricted intercourse between the states through the use of the motor car, because that is a constitutional right that has been denied us. We have asked for equal taxation. That is another constitu-

tional right that has been set aside, partly because we submitted to it willingly, I admit, but it is an injustice, and constitutes unfair treatment just the same."

"In addition, the owners of motor cars are being subjected to all sorts of petty annoyances: special taxes, licenses and rules and regulations regarding traffic, use of lights and many restrictions seldom alike in two places and which subject decent men and women to arrest and conviction, often for the most trivial reasons. There are many who look upon an arrest of any kind as a disgrace, and when one is innocent of any intentional wrong, his arrest becomes a shameful disgrace, not only to him but upon the community which permits it."

Much to Be Accomplished.

"Much has been accomplished, it is true. But there yet remains much to be accomplished before it can be truthfully said that the owner of a motor car is not subjected to annoyances and unfair treatment, which is not visited upon those who employ other road vehicles."

"So we have our work cut out for us, and certainly the American Automobile Association has a great mission to perform. Its friends are inspired by the thought that the body is going to further increase its prestige until it shall possess the power and influence that it rightfully should exert as the national spokesman of the interests of the motorists of the entire country."

"No matter what the organization may be, however, it must work unselfishly and for the common interest of its members. The large majority of motorists are men of large views. They are capable of seeing things in the big. Their efforts should be of the same character."

Firm Name Changed.

The Cartier Sales Company, 1333 14th street northwest, has been changed and will be known in the future as the Woodruff Motor Company. A. J. Woodruff will continue as the manager of the concern.

Cadillac Eight Deliveries.

Among last week's purchasers of eight-cylinder Cadillac seven-passenger touring cars were L. Hopfenmaier, C. L. Sturtevant and Mrs. D. K. McCarthy. A roadster of the same make was also delivered to J. H. Carter.

1916 BOSCH TROPHY.



FOR CHAMPION MOTOR CAR DRIVER
OF AMERICA.

Recent Franklin Purchasers.

Among those who have recently purchased Franklin 6-30 cars are the following: Samuel E. Browne, Hubert W. Thornhill, L. N. Dibrill, I. C. Weitherrill and A. S. Worthington, touring cars, and John A. Peck and W. S. Phillips, roadsters.

DARIO RESTA IS LEADING AUTO RACING DRIVER

Twenty-Three Are Competing for
Title of Champion of
America.

The 300 mile Chicago derby race last Sunday brings the list of automobile drivers competing for the coveted title of champion motor car driver of America up to twenty-three contestants. The competition for the championship will run for the entire year and includes all big and officially sanctioned automobile events. A predetermined number of points are apportioned by the American Automobile Association for each race in accordance with the mileage of the contest, together with other factors.

The Bosch trophy recently donated to be given to the champion driver has just been completed and is now in the hands of the contest board of the American Automobile Association, which organization has arranged a plan for determining who is the champion speed pilot of the United States at the end of the racing season.

Cash Awards Now \$13,500.

The Chicago race completes the third of the spring series of championship award events, while the big automobile contest on June 26 at Des Moines, Iowa, starts the summer series. In addition to the big silver trophy there will be cash awards to be given to the winning drivers. These have now reached the sum of \$13,500, of which amount the Goodyear Tire Company has donated \$10,000 and the Bosch Magneto Company the balance. In addition to the big trophy to the winner, this sum, it is believed by A. A. A. officials, will be augmented as the season advances by other cash donations from automobile accessory concerns.

The list of drivers and the points they now hold is as follows: Dario Resta, 1,800; E. V. Rickenbacher, 600; W. D'Alene, 510; Ralph De Palma, 470; J. Christiansen, 370; Jules Desjardis, 320.

Ira Vail, 300; Ralph Mulford, 210; C. J. Devlin, 90; Barney Oldfield, 80; Eddie O'Donnell, 80; George Adams, 50; Galvin, 50; Howard Wilcox, 40; Ben Watson, 35; Art Johnson, 30; McCarty, 20; Billy Chandler, 25; Gable, 25; T. Henderson, 22; O. Balbo, 20; Lewis, 20.

Curves on Roads Being Banked.

Curves on roads as ordinarily built have a special element of danger when used by automobiles. The higher elevation of the center of the road as ordinarily constructed has a tendency to induce drivers to pass on the inside of the curve, whether they belong there or on the outside. Accordingly in a few states it is now the practice to give the cross section of the road on curves a uniform slope upward from the inside of the curve to the outside, so that driving around the curve is equally agreeable at any part of the cross section. This is called by engineers "banking" a curve. In Rhode Island, where all curves are banked on new and on reconstructed state roads, the amount of slope given to the road in such a situation depends not only on the sharpness of the curve, but also on the grade of the road. If the grade is steep the crosswise inclination is greater than if the curve occurs on a level road. This practice is exactly the same as that of railway engineers, who always elevate the outer rails on curved tracks.

Why Pay More?

Brand-new 1916 8-cylinder
OLDSMOBILE

Fully Equipped
Purchased May 27, 1916
Cost, \$1,230.00

Used Less Than One Week
Driven Less Than 250 Miles
Regular Factory and Service
Guarantees

Can Be Bought at
Saving of More Than
10%

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1220 Connecticut Ave.

Allen \$795
Fostoria

Compare—Then Buy

Only by comparison of the various offerings of the automobile market can you, in justice to yourself, select your car.

Under no conditions should such a comparison of cars selling under \$1,000 omit the Allen.

The Allen thrives on competition. Point by point, both novice and engineer will approve the Allen, and the rapidly increasing popularity of this car is justified in this comparison. These fundamentals are overwhelmingly in its favor.

Power—Thirty-seven horsepower, 4-cylinder 3 3/4 'x' 5' long-stroke motor. Sturdy, flexible, well balanced and quiet.

Wheelbase—One hundred and twelve inches, unusual in a car of this price and class. It assures easy riding and makes possible a very roomy body.

Springs—Rear 55-inch underslung. This extra length in the underslung, flat springs used on the Allen makes the best of any and all roads. Shock absorbers unnecessary.

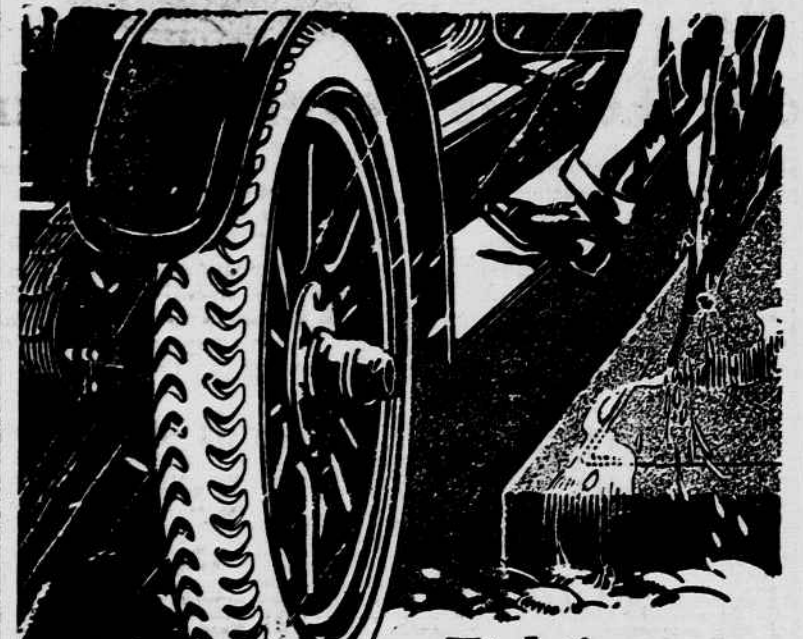
Body—Roomy, beautiful, well appointed. The graceful boatline body of the Allen impresses every passer-by. Its comfort everlastingly impresses the owner or occupant.

Additional Points of Value

- | | |
|--|---------------------------------------|
| Unit power plant | Easy working cone clutch |
| Thermo-syphon cooling system (no pump required) | Full floating rear axle |
| Westinghouse ignition | Gas tank in rear; Stewart vacuum feed |
| Westinghouse electric starting and lighting system | Firestone demountable rims |
| | Non-skid tires on rear |

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